THE NEW YORK HERALD.

THE PURE STREET, STREE

WHOLE NO. 7689.

SUNDAY MORNING, SEPTEMBER 20, 1857.

PRICE TWO CENTS.

THE GREAT CALAMITY.

Additional Details of the Terrible Event.

MORE LIVES RESCUED.

Arrival of the Marine at Norfolk with the Women and Children.

THRILLINGLY INTERESTING STATEMENTS.

MARRATIVES OF SURVIVORS.

One Hundred and Forty-nine Known to be Saved.

NAMES OF SOME OF THE MISSING

SEAWORTHINESS OF THE CENTRAL AMERICA.

THE LATE GALE, &c.,

to the Central America, and we are rejoloed to learn that more lives have been saved. The Marine, the vessel that ed by the Central America in her peril and in her last ats, arrived at Norfolk yesterday, and instead of having forty-six survivors on board, she has one hundred: memely :-- Forty one men, thirty-two women, and twenty-

The list of saved new stands as follows:-

By the Sarony, at Savannah...... By the Ellen, at Norfolk...... 41 By the Marine, at Norfolk......100

We are happy to learn that neither Judge McCorkle, or Broderick, nor Dr. Gwinn were passengers on board the Central America.

My. Parker, of the firm of Parker & Nichols, morchants of San Francisco, was a passenger by the Central Americe, and, we regret to state, was among those who

We find from good authority that the number of pas meers on board the Central America, when she went down, did not exceed four hundred and sixty-two.

When the Central America arrived at Hayana she re period at the office of the Captain Seneral as follows:—
Number of passengers on board.......492

The Prents of Hazana, of Sept. 8, gives the names of the passengers landed at Havana from the Central Ameri-ca, as follows:—

D. Oristobal de Lozada, D. Bartoloné Corpanchi, D. Santiago Gliva,

M. S. Thresher, Jr., from San Francisco, was no doubt on board the Central America. He was a son of Mr. M. S. Thresher, Sen., of No. 61 East Broadway. This young man has been absent in California eight years and sever

We learn from a gentleman who received a letter from Mr. William Turabull by the last mail that he did not in-tend to leave San Francisco till October, and that he would then be accompanied by his wife. According to this information Mr. I. could not have been on board the

Mr. R. A. Lockwood, a lawyer, of California. His family diana. Mr. I. was the attorney of Colonel Fremont in his inwente affecting the Mariposa. Mrs. L. and children were aswed by the Marine.

cieco till the 5th of September.

Il has been said that Colonel Fremont was on board the Control America; but he did not leave New York till the 5th of August, and could not have reached San Francisco all the 28th of that month. The passengers by the C. A.

B is generally supposed in Newark that there were on and of the Central America several residents of that sily, who were expected home from California. Among the names mentioned are those of E. Morris Earl, and a me of chief of police Whitney.

b about noon yesterday, dated at Baltimore, fr A. Wells, who was a persenger on board the ill-fated

ARRIVAL OF THE NORWEGIAN BARK ELLEN AT NORFOLK.

[From the Norfolk Day Book Extra, Sept. 18.] ARRIVAL OF FORTY-NINE OF THE SURVIVORS IN THE MORNMEIAN BARK ELLEN—DISGRACEFUL CONDUCT OF THE CHIEF ENGINEER OF THE CENTRAL AMERI-CA IN DESERTING HIS DUTY IN THE HOUR OF PERIL.

The stermship Central America, W. L. Herndon, comder, United States navy, bound from Aspinwall & New York, foundered at sea at cight o'clock A. M., on the 19th instant, lat. 31 60, long. 76 15, on the castern edge of the Gulf Stream, with about five hundred souls on board,

and over two millions of dollars in treasure.

The brig Marine, supposed to be of Boston, although in a deabled condition, succeeded in recovering from the pleamer all the women on board, supposed to be about notify the boal's crew.

The conduct of the chief engineer is said to be the zoi-

cause of this terrible disaster, as the passengers conour in giving great praise to the vessel for the gallant manner in rhigh she rode out the storm up to the hour of her goin dows. Whilst the captain and crew are said to have act ed nobly, the chief engineer fled in one of the boats one hear previous to the ship's sinking.

ot succeed in rendering any assistance.
At the time the Central Americal sank no boats or

were in sight, and the forty-nine passengers of the sur-vivors were saved only by clinging to such articles of the wast as were washed from her, in which condition the were left to the mercy of the waves for ten or twalve

At one o'clock A. M. on the 18th the Norwegian has Ellen, Capt. A. Johnson, from Ballze, Honduras, bound to Palmouth, England, passed near the place of disaster, and neard the cries of the floating survivors, and suco after a search of several hours, in rescuing the forty-nine It is supposed that the following are all that remain aller

out of 615 souls which were on board at the time the ill Capt. Thos. W. Badger (lady on brig Marine), San Fran

A. J. Easton (lady on brig Marinos, San Francisco

R. T. Brown, Sacrame

O. Harvey, Placerville.

rine), San Francisco, California. J. A. Forrester, Murphy's, California. Ottver P. Manlove, Grant county, Wisconsin.
J. B. Clark, Polk county, Misseuri.
John D. D. Emente, Oregon City, Oregon Territory.
H. T. O'Conner (mother on brig Marine), Albany,

Julius Stetson, Shaw's Fiat, California. B. A. Wells, Leyden, Massachusetta.

Seorge Brown, Ulster county, New York.

James H. Rass, Mahoning county, Ohio.

Thomas Monetah, Grass Valley, California.

wm. N. Caborne, Inthmus of Panama.

J N. Fallens, Cincinnati, Onio.

Wm. Chase, Michigan.
J. C. Taylor, Cohees Falls, Albany county, New York A. Aguto, Lima, Peru. Henry Halcon, Montreal, Canada W. F. Fietcher, Broomfield, Me.

Wm. Irde, Wisconsin. R. Casey, Askansas. J. M. Carey, Arkansa John N. Craffs, Maine. Henry Rumel, Dinots. Henry Hartman, Bremen, Germany. John B. McCabe, New York. Benj. Sager, (wife on Marine), St. Louis.

B. M. Lee, Plattsburg, Pa. Jas. Jackson, Missouri. B. H. Ridley, Maine. Janez H. wos, San Francisco.

John George, England.

Samuel W. Look, Maine. Adolph Frederick, San Francisco. Henry H. Childs, New York.

James M. Fraser, second officer, Brocklyn, N. Y.

John James, fire room. Bartholomow McCarty, fire room. Aarou Holoom, saloon cook, New York. Henry Hardenburgher, ship cook, New York. Tim McKugh, seaman.

up this matter in regard to the chief engineer's descritor of the ship, and to his singular conduct provious to that terertion. It is said he acted the part of a coward in deserting his duty when there was no earthly necessity for such conduct, and at a time when a little nerre would have saved the ship and brought all in unharmed. The vessel was in a strong sea-way at this time and

chief engineer had kept the steam up so the steamer could have worked she would have worked out of her dif-Sculties, but in this critical moment he neglected to do his duty, and the steamer was rendered entirely unman-

their noble and humane conduct in the resous of the survivers of the ill-fated Central America. They all accord in them every assistance in their power before and after their

trophe is said to be, that the captain of the Norwegian bark, some time previous to finding the survivors of the steamer, was on deck, and a bird flew in his face three times, when he made an alteration of three points in his ocurse, by which means he was made the happy instru-

STATEMENT OF MR. OLIVER P. MANLUE. Ohver P. Manke, a passenger gives the following infor

The sterm commenced immediately after the sleame left Havans, and continued with great violence, increasing until Friday. On Friday afterneon all hands were called up to bale. The vessel continued to ship water, and all and till about 2 o'cleck, on Saturday, when the brig Ma-rine hove in sight. All the ladies and children were put on board the Marine about 6 o'clock, P. M., and the Chief Engineer left with them. In launching the boats, two of the five of them were stove, and the other an hour before sunset. The Marine was laying nearly could get back. All hands then setzed pieces of spars, chairs, and life preservers, while others rushed below to se though all acted with coolness, each endeavoring to make three lurches, some of the passengers jumping of at each lurch. Those who jumped off at the first and second lurches swam off to some distance, but the great mass remained on deck until the vessel went down, which

I had provided myself with a life preserver and a piece of a spar, and determined to go down with the vessel, with the great mais of the pas-sengers, all of whom stood about, bracing available to buoy them up. The vessel finally went down stern foremost. I was standing near the smoke stack at the sinking ship.

the surface at least twenty feet, and when we rose we were nearly stifled. The rapidity with which I was drawn down tore the spar from my hands and the life preserver from my body, and when I reached the surface my clothing was almost all stripped off me. I, however, met a friend who had two life preservers,

wreck which helped to sustain us.

About four hundred of the passengers were struggling about, most of them having lost their life preservers, and others seight on pieces of the wreck which came up The Captain had out away the upper works of the ve

or that when the bull sunk they would float off; but the were dragged down and came up in fragments. Many persons were killed, stunned and drowned, by being struck with pieces of the wreck, whilst the pieces were to others the nitimate means of safety. An occasional flash of lighting showed to each other a sea of struggling forms. Each strove to encourage his friend with hopes which he caroe felt himself. At first we were all together a mass, but seen the waves separated us, and at each peing scattered over a wide area, and soon found ourselve apparently alone on the boundless ocean.

The rest of this account does not differ from that already eccived. He concludes by saying that about ion o'clock se was picked up by the bark Klien, and had the satisfact

It is said that the bark Marine was in a disabled condi ion. Her jibboom was carried away, one of her masts

STATEMENT OF CAPTAIN BADGER. Captain Endger, one of the rescued passengers of the Central America, states that the gale increased until two o'clock on Friday the 11th, when it was perceived that the engine had stopped, and the ship fell off into the trough of the son, which caused her to make considerable water around her lee shaft and the lee lower dead lights. It page of the engines was the neglect of the fire and engin department in getting coal along from the bunkers to the free room fast enough to keep up the fires consequently all the engines stopped, as well as all the pumps attached to the engines gangs and deck hands went down to pass the coal slong By this time the fires were put out, and the water be came so heated in the hold of the ship, and the steam engendered was so great that they were compelled to abandon passing the coal. The ship then lay at the mercy of the waves, but still did not labor hard. We then started several gange at bailing as the only hope of saving the ship. At my suggestion the Captain ordered the foremas

From 4 o'clock till 8 the water was kept at bar. mpt was made to raise steam in the donkey boiler. Berthe were torn out and thrown into the furnace tolraise the steam to start the pumps, but all to no avail. muse I could not learn. A drag was prepared, but falled, and the ship continued in the trough of the Bailing still went on vigorously, and was kept up all night by gangs who were changed as often as they became ex fail and the water to increase and grow up in the hold the ship. At four o'clock on the morning of Saturday the 12th, the gale stated, with a heavy sea running They we a server od by myself and others, with

passenger remained ooo; and seemed to forget his danger in thejunited efforts to save the vessel. There was no weeping or exhibition of despair even on the part of the females At eight o'clock another attempt was made to raise steam in the donkey bolier, to pump the ship, but without swall. Some one proposed to box the pumps, but on inquiry no carpenter or tools could be found, and the water gained re pidly. The lee shaft was shrouded in heavy blankets to o'clock on Saturday a sail was reported to windward and at half-past three she came under the storm Boats were immediately lowered, but two wer stove instantly by the rea. Three boats still ren one in a bad condition. At four o'clock the work of re moving the ladies and children to the deck of the Marine menced. The brig being much lighter than the ship had by this time drifted away to leeward. The dis ce was considerable, and the boats were long to making the trips, and there being a heavy see bu few could be carried at a time. After sending the ladies and children, the engineer and some it was dark. The work of bailing was still kept on, bu the water gained faster and faster upon the vessel. As the boats successively approached the ship a simultaneous rush was made by the passengers to get aboard, and it was apprehended that the boats would be filled and stove; it was now dark; about two hours before the sinking o the ship, a schooner ran down under her stern, but could work of bailing went on until within an hour of her going down. Two lights of the above vessel were now seen wheel, but went downward. The immediate sink ing of the ship followed. Captain Herudon remained on the wheel up to the moment of her going down, which was eight o'clock on Saturday night. I was slanding or the quarter deck. Some jumped over and put off from the now rapidly descending ship, and setzed on whatever they could. No one shricked or cried, but all stood caim. The ca tain behaved upbly, and said he would not leave the ship promised him I would remain with him, as also did the and officer, Mr. Frazer. All at once the ship, as if in the agony of death berself, made a plunge at an angle of 45 degrees, and, with a shrick from the engulphed mass she disappeared, and five hundred human beings finaled out on the bosom of the ocean, with no hope but death. A bark Ellen came running down with a free wind. The

STATEMENT OF BILLY BIRCH, THE MIN-STREL.

of distress reached those on deck and they have to under short sail. The task of rescuing the passengers was nobly

nine had been picked up. Diligent search was made unti

bore away for Norfolk, with a fair wind, and arrived at

Cape Henry on the 17th, where myself and four others

embarked in the pliot boat and arrived in Norfo

enced, and by nine o'clock the next morning fort

[From the Baltimore Sun, Extra, Sept. 19] We left Havana on the 8th inst., with fair weather commenced blowing fresh, and increased until the 10th inst., when the hurricane came down in great fary. Did when Capt. Badger proposed to go below and begin to ball the ship. In the first gang about two hundred went from the cabin, and a large force went to work in the steerage. A line was formed up from the second cabin hatchway batchways, and the balling went on. On Satur day morning the water was within four feet of guished before two o'clock on the afternoon of the 11th. The sea was very heavy, and at two o'clock on Saturday the first sail was seen from the windward, and came down under the stern of the ship. Being much ligner, she soon drifted to the leward. She proved to be the brig Marine, of Boston, and she lay to about a mile dis taut. Preparations were then made to get the small boat overboard. One had already been washed off the deci and another was torn to pieces in lowering it into the see About three o'clock we began to get off the females and children, and in two hours they were all safe on board the Marine. All this time the ship was in the trough of the sea with the chief engineer. I asked him if he would not take

second boat went all and took in only a few passonge The work of bailing was going on, but soon ceased, and each prepared to take care of himself. I then put on a E. Birch, and a man named White, from Sagrament The butchers were then building a raft forward, and I pro posed to go and join them. We started, and just as we s opposite the amoke pipe a tremendous sea struck the ship and she went entirely under, to rise no more. When pieces of timber, there was a large number in the wate n the greatest constarnation. I get hold of a piece o board and succeeded in catching a saah, which I hold to. At this time it was quite dark, but I tried to cheer those who were near me. After having and we all called until we were beard, and the vessel cam up to us, which proved to be the Norwegian bark Ellen

The cartain stated that when he was twenty miles die iant from us, a bird appeared on his vossel, and three times flew in his face, which caused him to change his course ten points, and thus he came to us. I was picked tinued until after 12 o'clock, but saw no more. About at hour before the ship went down, a schooner came down more of him until next morning, when he was about te

The captain of the brig treated us with great kindness and did everything possible for our comfort Yesterday Jerry Bryant, of "Bryant's Minstrel's," re eceived the following despatch from Wm. Birol

Вацимони, Sept. 19, 1857. Find out where my folks live and tell them to telegrap me here at Barnum's Hotel.

Mr. Joseph Jefferson, comedian at Laura Keenes' theatre, also received the following telegraphic despatch: See Jerry Bryant. Request him to inform Wm. Birch's relations of his safety, and telegraph here immediately; also as it arrives, and have her come here to him. Sediey, his brother in law, resides in Brooklyn. He thinks 96 or 9 Prince street. Telegraph his correct address if found.

ARRIVAL OF TWO OF THE PASSENGERS SAVED FROM THE CENTRAL AMERICA IN

Towards yesterday evening there were a number of calls at the Retropolitan Hotel by persons awaiting with the most intense impatience the arrival of some of the fortunate survivors of the Central America. Mr. Leland, one of the proprietors, had received a despaich announce him the safety of Mr. A. J. Rasten, one of the passenger which was published in yesterday morning's HERALD, and a subsequent one telling him of the departure from Nor folk of Mr. E. Ayulo, a Peruvian gentleman, a friend of tieman arrived, accompanied by another formulae companies in misfortune, Mr. R. T. Brown, of 167 Herter Railroad; and were most cordially welcomed by worthy bost of the Metropolitan and his clever assistants eroud of auxious specialors and friends of those on bo who had been waiting to gain all possible information as to their fate. They were literally bealeged with questions as to the lost and saved, the manner of their oscape, to. The Peruvian gentleman could speak only in Spanish and French, which circumstance left the crowd of questioners more pressing on Mr. Brown, who, in conrequence of a recent family becavement withdrew as soon as he possibly could to his residence. Our reporters visited both gentlemen, and obtained from them the following parratives:-

STATEMENT OF M. ATULO, OF LIMA, PERC. HE PROVI DENTIAL ESCAPE, ETC.

We left Aspinwall on the third of the month, and without anything particular happening arrived in Havana which place we left in the morning of the 8th. The

weather up to this time was beautiful, and the voyage very pleasant. Towards the evening of the day we de-parted from Havans, there sprung up a stiff westerly breese, which increased during the night, and became more violent the next morning. The gale continued in its unchecked fury all that day and night, and to add, to their distress, it rained terrifically. On Thursday it blev a perfect hurricane, and the sea ran mountains high,

In the morning it was discovered for the first time that the ship had sprung a leak and was filling. This caused some consternation among the passengers, who went to work immediately to ball out the water with buckets which were handed from one to another, and they worked pard all that day and the next, until towards the evening when they gave up to despair and proceeded to prepare themselves for the worst, each person providing himsel with whatever he deemed most essential to his preserva tion. There were a number of tip and oark life preserver. on board, with which each one helped himself, besides materials. The ship labored hard and was evidently in a making condition.

About four o'clock on Saturday a sail was descried. runs of the steamer were fired and a flag of distress put up. It was seen by the vessel, which proved to be the buoyed up with the hope of safety. Being spoken to and told of our conditionshe lay to about a mile from us. Three boats were let down and manned, and into these were pu all the women and children. There were twenty four men left the ship in these boats.

hailed, came near us. She was a small next schooner I don't know her name. Our captain told them of our nen-a boat to be sent, a ours were a'l gone, those that left with the women and children not having returned, and the other boats being washed overboard. We were told the schooner wou take us off and stay by us, but she gradually disappeared and was soon out of sight altogether.

the worst. Each one secured whatever was within his reach, and we momentarily expected to be called on to when a heavy sea struck the vessel, washed over us, and we all went down. I felt sigh auffocated, and on rising to sustained myself, as well as I could, for six hours on the

water, until rescred by the Norwegian bark Ellen. naw numbers of my fellow pass ngers all about me strug gling in the water, and grasping every floating thing with each other, and towards morning all disappeared. At the time of the going down of the steamer, there arose a hourse yell, as if coming from the bottom of the ocean, and in noment all was over.

I was much exhausted when rescued, and was agree ably surprised to find many of my unfortunate companion on board. I arrived in Norfolk, and at once proceeded t

The gentleman was questloned about a number of the saved and lost, their names, &c. The list will be found

about four o'clock; arrived at Havana on Monday even ing the 7th inst. Left Havana the next morning, about nine o'clock. I did not go on shore at Havana. The weather was fine. Sept. 9, Wedneslay morning. strong wind; at night very strong, almost a hurrican Sept. 11. Friday morning, there was a heavy and se twelve at noon watching the progress of the storm. The and acted handromely, and never appeared even strain, for there was no creaking noise of that character. The wind was very strong, but the sea was excessively high. At that time the venel to go to California. There is but one opinion on this sub-ject held by all of the fifty passengers saved on the Ellen. Capt. Badger said that be never saw a ship behave better. The only apprehension I felt was that her machinery might manker was set, but in an hour it was blown away. At twelve o'clock I went down stairs; I was there hardly an hour when word was given to got all the backets ready; Capt. Badger giving the order. At two o'clock rines-that on the starboard side-stopped, owing to the fire in its furnace going out. At two o'clock the fire in th fernace on the larboard side went out, and that engine reason was that they could not get coal, on acco water which had come in. After the fires went out th teamer went into the trough of the sea. There were two lines of buckets formed from the lower well hole, near he cabin, to the deck-about fifty men in each line, beside any men forward, who were bailing from the well hele on and laboriously, and succeeded in preventing the water rom increasing upon us by the rapid use of these buckets we could see the pig iron in the bottom, which was carried there for ballast. Near dark it commenced gaining on us considerably, and continued to gain until she sank. The pumps aft an deck were entirely out of order, and would it draw the water. Men, however, worked them all

up steam sgain for a short time. September 12, Saturday morning, I worked six hours that no water had been drawn up by them, and that our

bor was accordingly lost. the deck and out of sight—hence their ignorance of the fulfility of their labors. I first took hold and worked three hours, but finding that we were not gaining on the water we had them repaired. We then went to work again, all though I told them that I did not want to waste strength upon them unless they were doing some service. It shout two or three hours one of those who repaired them had discovered on examination that they brought up no water. We then went to work to had a rope down through the sky light. The man who tried to repair the pumps said they were all out of order. The bailers were at work also all of the preceding night, and they worked faithfully, consisting of passengers, fore and art.
I do not think any one slept that night, except some few
who laid down from exhaustion. I did not sleep a moment from Thursday night until I got en board the bark Eller on Supday morning, when I immediately fell asleep, being completely worn out and exhausted. About 3 o'clock or Saturday a sail hove in sight. We fired a gun and placed our fag at half mast. It proved to be the safe. The came near and we told her our cond tion. Sh lay about a mile distant, and we sent the ladies and chil sent about twenty-six ladies. Accompanying the ladies was Judge Munson, of Sacramento; Albert Priest, of Ja The engineer, Geo. E. Ashby, assumed the sole charge of the last boat, and as some approached, endeavor-ing to get in, he drew his knife and threat ened to stab any other one who should attemp to get into the boat—there being four or five already in he jumped into the boat and pushed off in a cowardly manner. Among the rescued passengers there is but one opinion, and that is that the loss of the steamer is to be attributed to him in letting the fires go out. He is now or

lightly in the lower cabin, and the vessel leaked very badly's the shaft, so much that the engineerihad previously saked for blankets to stop the leak. One of our small boats was washed away on Friday, and two were store in

the starbeard side; she was sold our; condition by the cap-tain. Her captain replied "that he would lie by;" but on the centrary they passed en, and we saw nothing more of them. She passed so quickly that we could not accertain her name. She was rather small, and olipper built, but of sufficient size to have contained us all. At that time the our malamast. The brig "Marine" was fast disappearing She would have probably taken on board more passed. We now perceived no hope of keeping affect much longer and nearly all prepared for the worst by procuring life discharged, and just after, a heavy sea broke nearly over her, carrying two or three hundred souls with it as it re seded into the ocean, of which number I was one. The life preservers were mostly all tin, and were therefore not of much service, as a slight dent from coming is con

cork preservers were on board. I had, previously to our being struck by the sea, gone on the hurricane deck, and taking the square cover to a hatchway, tied ropes around it and carried it to the starboard wheelhouse, to be ready for use when she sunk. had hardly got there when this wave carried me into the ocean; I had also a cork life preserver on, and held tightly to one of the ropes I had fastened to the hatchway. went down and remained until nearly strangled. The sea was as high then as at any time, but it was less windy.

When I came up and had freed my eyes from water so as to look around, the steamer had disappeared. The sea was literally covered with human beings and floating ob iests. A fearful cry-almost a yell-shricked in my ears ceeded in getting on a piece of the hurricane deck where I was soon joined by a companion-Mr. John D. Dement,

of tregon City.

This was about 8 o'clock in the evening. We remained there all night, torsed about. The clouds had disperse and it was starlight. On the morning of Sunday we saw a sail and succeeded in attracting attention. At 8 o'clock we were picked up by the Norwegian bark Ellen, we having been in the water twelve hours. We were the last ones rescued. No others were in sight,

and we saw none afterwards. Forty eight passengers were already on board. At the request of Mr. Easton the cap tain had continued his search until he found us. Two hours after we met the bark Saxony, boarded her, and ob tained two barrels of provisions.

We transferred five passengers to her, who so desired as she was bound for Bavanuab.

On Menday, the 14th inst., we kept a strict look out for floating passengers, but saw none. On Tuesday, the 15th inst., we met with the dismasted bark Cuba, of Gloucester, and obtained two barrels of

She was also otherwise injured. She asked no assistance of us. We also saw the propeller Thomas Swann, bound for Charleston. We informed them of the wreck of the steamer and requested thum to telegraph when they arrived in port. We wanted them to tow us into Norfolk, but they said they could not do it as they had not coal enough, but offered to take any passengers that wanted

On Thursday, the 1'th inst., we made Cape Henry, at 3 o'clock P. M. Arrived at the harbor of Norfolk at dusk. Five of us engaged the pilot boat to bring us to Norfolk, Boarded the Empire City, gave the particulars of the loss to Captain McGowan and telegraphed the news to the city. He premised to take the passengers from the bark Elle to New York. Accordingly all who desired to come to this city took passage on boark of her. Myself and one other came on immediately by that night's boat to Balti more, and by the through train arrived in New York about seven o'clock this evening.

Mr. Brown, respecting the following persons, whom we named yesterday as having probably been on board. speaks positively from his own personal knowledge:ors Gwin and Broderick were not on the steamer. Mr. Lockwood, (formerly of La Fayetie, Indiana,) of the

Mr. Nach, of this city, is lost.
Mr. Parker, of the firm of Nichols, Parker & Co., mer chante in San Francisco, lost. Judge McCorkle, of California, was not on board.

Mr. J. W. Rey mond's son was not on the steamer. Gabriel D. Brush, baggage master of the Passina Rail

road Company, lost.

A. G. Richardson, wife and child, not on board.

J. Birch, President of the California Mail Stage Company, lost. His wife, who is stopping at the Metropolitan, had indulged the hope that he did not take passage in the Central America, as it was said his agent, Chas. Richardson was

coming on, but the case is reversed. S. C. Campbell, of the San Francisco minstrele, not on

Wm. Birch, of the misstrels, savet.

Dr. Henry Bates, the late State Treasurer of California W. O. Mills' sister, and her husband, Mr. Auson Ive Easton, who were married on the day the steamer sailed both saved. Mr. Faston stood by the side of Captain Hern den when the steamer went down. Mr. Easton is a cousiof Lieut. J. C. Ives, who commanded the expedition to ex plore the region of the Colorado.

Charles H. Boyd, lost.

Oliver Garrison, brother of C. K. Garrison, not on

J. W. Turnbull, produce merchant in San Francisco and lady, not on board. There were two Mr. Hawleys on board probably. On

certainly is lost. He was about 45 years of age, and had a wife and shild, who were saved. ADDITIONAL NAMES AND PARTICULARS.

of the last boat that took away the ladies, when he wen to arrange his toilet, and the boat not waiting for him Dr. Gibbs, of Columbia, California, Jost.

nte in fan Francisco, lost. Mr. Ridgeway, of the firm of Spratz, Newhouse & Co. mporters of clothing, &c., in San Francisco, lost. Dr. Young, of San Francisco, lost.
Mr. Brown, of the house of Tafft, McCahill & Co., dry

Mr. McNeal, of the firm of De Long & McNeal, hardware

goods dealers in San Francisco, lost. Mr. Bokes, of New York, and recently from China

Mr. Dobbin, brother of the Secretary of the Navy, and purser in the navy, was also lost. The above account of passengers saved and lost, is confrmed by Mr. Brown, and may therefore be considered

to have been on board. They were wheelwrights; the former being in partnership with Joseph Jenning, at 177 Eldridge street. They had been in California nearly a and has left quite a large family at that place.

SEAWORTHINESS OF THE CENTRAL AME-RICA. TO THE RDITOR OF THE HEBALD.

UNITED STATES MAIL STRANSHIP COMPANY, NEW YORK, Sept. 19, 1867. }
The New York Tribune of this morning, in referring he recent most melancholy loss of the Central America and the fearful gale in which she perished, indimates (I hope wibout any design to do injustice) that doubts have been expressed by some in respect of the sea worthiness of the ship. By whom such doubts have been expressed the public are not infermed. But assuming that by whom-seever expressed they have been sincerely entertained, of working injury to the distinguished reputation of the enstained this terrible misforume, I deem it my duty to acquaint you with such droumstances as may scillinte an intel igent inquiry as to the fact, which we a ledge to be inconirovertible, that at the time when she commenced the voyage upon which she was lost she was

I will not attempt to explain the peculiar providence which permitted this catastrophe to the Central America, while so many other steamers, confessedly less capable, have survived the gale. There are numerous casualties, against which the man prudence cannot guard, and it is quite certain that this calamity has followed from one of them. The second assistant engineer has survived his companions, all of whom are believed to have pertahed at their poet, and from him we shall soon know the partirular cause which may have deranged or disabled her machinery. At present it is idle to speculate upon the

This ship was built under the active superintendence of the officers appointed by the United States government and before her acceptance by the Secretary of the Navy n persuance of the act of Congress, was thoroughly ex albed as to the sharacter and sufficiency of her con Uco. Jy commodore Kearny and Captains Bell, and Skiddy

I subjoin a letter from the Secretary of the Navy with the reports of the Examining Board. From these reports the public can judge of the justice of any doubts which have been instinuated as to the sufficiency of her construction.

When she left New York upon the voyage which has so disastrously terminated, she was in all respects in perfect condition, and we are constrained to regard as intentionally unkind any expressions of doubt as to the sufficienty of the ship and her equipment, when made, as they must who have not taken the pains to become instructed. We do not claim that the ship was proof against the providences of compilah, we have faithfully discharged the duty which we acknowledge to the public, and especially to those rhose lives and property were committed to her cars.

As to the discipline of the ship during the trying hours preceding her destruction, we have as yet no intel beyond the single fact that, although the ship was sluking from Friday morning till Saturday night at 8 o'clock, such order was preserved that three hours before the catastrophe all the women and children were safely transferred to the brig Marine. We are to-day advised of their safe arrival at Norfolk.

In our judgment this circumstance, when contrasted with well known occurrences upon similar occasions upon other abips, reveals a state of things which reflects unusual glory upon her officers, whom death has prevented from defending themselves against any possible assuliment from the enemies of the line. M. O. ROBERTS.

THE GOVERNMENT OFFICERS OPINION OF THE CEN-

THE GOVERNMENT OFFICIES OFINION OF THE CENTRAL AMERICA.

NAVY DEPARTMENT, Feb. 13, 1854.

TO Messrs. George Law, Massial O. Rougers, Bowss R. McLivaiss, assignees of Albers G. Sloo:—
Gentiusins. The steamship George Law (now Central America) having been constructed under the superintendence and direction of a naval contructor in the employ of the Navy Department, as required by the fourth section of the act of Congress approved March 3, 1847, and the report of the inspecting efficers having declared her "standab, strong and well filted for sea service," and that she "swall built in strict conformity with the requirements of the act of Congress of March 5, 1847, and scoorting to the stupulations of the contract, with such modifications as have been subsequently sutherized by the Navy Department;" and it being the wish of the amigness of Albert G. Sloo that said steamship George Law should be accepted as one of the steamships for the transportation of the United National Massian and the standard of the proper to notify you of the acceptance of the steamship George Law, herein referred to, as one of the five steamships for the transportation of the steamship foorge Law, herein referred to, as one of the five steamships for the transportation of the United States mail under the contract with albert G. Sloo, authorized by the inspecting of the act of Congress approved March 3, 1847.

A copy of each of the reports usade by the inspecting of the act of Congress approved March 3, 1847.

Naw York, Oct. 18, 1853.

Naw York, Oct. 18, 1853.

Scars is herewith enclosed. Very respectfully, your obodient servant.

Naw York, Oct. 15, 1853.

Sum—We herewith, agreeably to your instructions of the 11th inst, forward the result of our examination of the 11th inst, forward the result of our examination of the 11th inst, forward the result of our examination of the steamenth feedge taw, built under the supervision of a naval constructor, as specified under the original requirements by the government for United States mail steamers. We report her staunch, strong, and well fitted for sea service. Her two inclined engines appear unusually massive and very efficient. We think this ship well appended and well adapted to perform the dutien for which she was intended. We remain, very rescentfully, your obedient servants,

LAWKENCE KEARNY,

CHAS H. BELL, Commander,

WM SKIDDY, Constructor.

Hop. J. C. Donnin, Secretary United States Navy, Washington, D. G.

Naw York, Oct. 23, 1853.

Ington, D. C. New York, Oct. 23, 1853.

Size—In answer to the communication which we have had the henor to receive from the Navy Department, dated Oct. 20, 1853, we will respectfully state, in addition to our former report, that the steamship George Law was built in strict conformity with the requirements of the act of Congress of March 3, 1847, and according to the stipulations of the contract, with such modifications as have been subsequently authorized by the Navy Department.

1.A.W.RENGE KEARNY, Capt. U. S. Navy.

UHA3. H. BELL, Commander U. S. Navy.

WM. SKIDDY, Constructor.

To Hon. J. C. Domun, Secretary United States Navy, Washington, D. C.

OPINION OF MR. WESS. HER.

OPINION OF MR. WESS, HER BUILDER, OF THE STRENGTH OF THE CENTRAL AMERICA.

JAMES GORDON BENNETT, NEW YORK, Sept. 19, 1857. DEAR FIR-Observing an article in the Tribune of this morning, alluding to the great estastropes of the loss of the steamer Central America, is which a doubt is expressed as to the sreagith and seaworthiness of that ship, I does it a duty to myself, as well as it e public, to correct any unfavora-ble impression, come from what quarter or from what qualities. With regard to her construction, the frame of the top timber and end frames being live oak, and the eneaching from the floors to the top of the ship. No ves

The planking of the ship, both incide and outside, in ad dition to the usual lastenings, was belted edgewise, streat by streak, the entire length of the voscel-a great safeguard against a vessel springing a leak, and a met gard to her seaworthiness, she had proved herself during three years' constant service, to be a ship requiring for repairs, until her recent general overhaul with the Underwriters. I can say in regard to her as a sea boat, that she was pronounced by every one of her ders and those employed on board of her, to be a capital sea boat, and regarded by nautical men and those capable of judging, as one of the best steamships out of

WHAT WAS THE NAME OF THE VESSEL. THAT DESERTED THE CENTRAL AMERICA? Our readers will recollect the following portion of Mr. Childs' statement published in the HERALD of yesterday:-Childs' statement published in the Henall of yesterday:—
At 4 P. M. we pried a sail, and fired guns and placed our
alg at haif must. It was seen, and the brig liarrine, of
Beston, bore down upon us. We then considered early;
certain. She came near us, and we spoke to her and told
our condition. She laid by about a mile distart, and we is
tine on y three boats saved placed all the women and children, and they were safety put on board the brig. As
evening was fast approaching we discovered seother
sail, which responded to our call, gand can be near us.
Captain Hernden told our condition and asked them to lay
by and send a boat, as we had none left. She promised to
do so, but that was the last we saw of her except at a
distance, which grew greater and greater every moment.
At 7 o'clock we saw no possibility of keeping affest much
longer, although we all fell that if we could do so until
morning all would be saved. In a short time a heavy see
for the dirst time broke over the upper cock of the vessel,

No name of the vessel was given by Mr. Childr, and he did not report whother she was a ship or not. The ship St Louis, which arrived at this port, and the brig Mungo following reports, but as there is a material difference of time in the statements, it is to be hoped that it was not sither of those remeis that Mr. Childs' referred to:-

REPORT OF THE SHIP ST. LOUIS. The ship St. Louis, Captain Hoyt, which arrived at this port yesterday morning from New Orleans, experienced the fall fury of the recent hurricane, as will be seen by the following report:—
On the 11th instant, in latitude 34, experienced a severe

surricane from E. N. E., in which we lost lower fore and main topsails and foresail; the ship under bare poles, and drifting on shore, was in twenty fathoms water. At day-light on the 12th it moderated, and we bent new sais. At 10 A.M., while wearing ship, a wreck was reported, bearing west, the weather at the time being thick, wite a southerly wind; kept away for her, when she proved to be a swamer, with loss of smoke stack, both maste standing ran within half a mile of her, when seeing no colors set nor any one on board, and being in eighteen fathoms water, kept to the contward. This was in about initiade 22 55, wind very light from the south, with smooth see; beauddenly and with increases violence, blowing a ray our lower main topusti and other sails from the gaskets, and running, which washed away the starboard and a part of the port bulwarks, store boats, cablu windows, &s. the 13th, the weather being more moderate, bent new sails and got the ship before the wind. On the 14th, in atitude 36 33, longitude 73 20, saw a large vessel to windward with main and mixen mans gone close to the deck, and fore topmant at the cap, heating to the westward; we basied to the wind to speak her, but seeing no one on board nor any colors set, kept away. THE CENTRAL AMERICA SPEN BY A PHILADELPHIA

Captain Nichols, of the brig Mungo Park, which arrived at Philadelphia yesterday morning, from Cardense, reports that on the 11th inst., at noon, when south of Cane Hatteras, he discovered a large stemmship, painted binck, supposed to be the Central America, scening N & The wind was blowing strong from the N. W. weather thick and rainy. Nothing unusual was object